

FLYNN HAMMERS CARL MORRIS

OKLAHOMA GIANT OUTCLASSED IN FIERCE FIGHT.

Great Strength of the Big Novice Serves Him in Early Rounds—Flynn's Solid Punches Soon Take Effect—Bloody Encounter in Madison Square Garden.

Carl Morris, the Oklahoma giant, is not a real white hope and will not be the man to back the heavyweight crown from Jack Johnson, the world's champion.

In Madison Square Garden last night Morris received a terrific beating in ten rounds from Fireman Jim Flynn of Pueblo, Colorado. Although Morris was nearly six inches taller and weighed fifty pounds more than Flynn he was practically slaughtered. Both of his eyes were closed, his nose was broken, his lips were slashed and he received so many blows to the right side of his head that it swelled to the size of a small pumpkin.

From the moment the men put up their hands it was clear that Morris knew nothing of the art of self-defense. He was just a strong, strolling fellow who thought he could knock his rival with his bare hands and harder punches. But when Flynn began rushing in, at the same time punching his body with short hooks and uppercuts, Morris lost his bearings and presented a very open target for his opponent.

The face that fairly blossomed in the eyes of the jaw that rocked him to the heels, yet Flynn tried his best could not score a knockout.

Morris's blows soon became weak and ineffective. He punched Flynn with his right hand, but the necessary steam was lacking, and baring a swollen left eye the Pueblo man escaped without serious bruises.

No pugilist of modern times ever took such a hammering as Morris. He was unable to block or sidestep Flynn's blows, and the only protection he could provide for himself was by throwing his weight upon his opponent when clinched. Morris fled profusely and was in such distress in the last few rounds that ringleader spectators began to laugh at him.

At the end of the fight, Morris was so exhausted that he could not stand. He was carried out of the arena on a stretcher, and his condition was so bad that he was taken to a hospital.

There were early indications that the attendance and consequently the gross receipts would be far below the expectations of the promoters. The fight was not a success, and the promoters were forced to refund the money to the ticket holders.

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CUBS AND PIRATES BREAK EVEN

NEITHER MAKES ANY ADVANCE ON THE GIANTS.

McGraw's Men on the Road While Rivals Battle—St. Louis Cardinals Take Two From the Reds—Brooklyn, Boston and Philadelphia Teams Remain Idle.

While the Giants were on their way to Pittsburgh yesterday the Cubs and the Pirates took part in another double header. Pittsburgh continued its victorious rush long enough to take the first game by a margin of one run. Then Chance's men made a stand, and with a bunch of three runs made in the sixth won the second just in the nick of time, as darkness then stopped the encounter. The Cardinals had a hard struggle with the Reds in the first game, winning an extra inning tilt by 3 to 2.

Brooklyn, Boston and Philadelphia teams were also idle. The results of the games were as follows:

Pittsburgh, 3; Chicago, 2—First game.
Chicago, 4; Pittsburgh, 2—Second game.

St. Louis, 3; Cincinnati, 2—First game.
St. Louis, 3; Cincinnati, 2—Second game.

Brooklyn, 3; New York, 2—First game.
Brooklyn, 3; New York, 2—Second game.

Boston, 3; Philadelphia, 2—First game.
Boston, 3; Philadelphia, 2—Second game.

Philadelphia, 3; New York, 2—First game.
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Chicago, 3; Pittsburgh, 2—First game.
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GRAND CIRCUIT RACES.

Ed Geers Drives Lady Willow to Victory—Earl, Jr., Wins Pace.

SYRACUSE, N. Y., Sept. 15.—The veteran Ed Geers captured first money in the 215 feet at the Fair Grounds to-day with Lady Willow. Lady Willow gained an early lead in the first heat and led all the way to the wire, taking a new mark of 2:11 1/2.

Again in the second heat Lady Willow took the lead and kept it. Jeremiah was a contender for second, but broke coming to the wire and was out of the race. Earl, Jr., took the lead in the third heat and led all the way to the wire, taking a new mark of 2:11 1/2.

The free for all pace proved a wire to the wire for the three heats and Earl, Jr., took the measure of Evelyn W. in the last third heat. Evelyn W. led in the first heat, but was lapped and down to the stretch the three horses were in the same positions.

From third position in the second heat Earl, Jr., led in the third heat and led all the way to the wire, taking a new mark of 2:11 1/2.

The last quarter was made in 29 seconds. From third position in the second heat Earl, Jr., led in the third heat and led all the way to the wire, taking a new mark of 2:11 1/2.

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AMONG THE AUTOMOBILISTS

A TOUR UP TO WEST POINT AND BACK AGAIN.

Mainly Good Roads and Much Fine Scenery as Features of This Journey—Flat and Cole Racing Performances—Licenses for 1912 and Other Things.

An automobile trip of 130 miles from the city to West Point and back is offered to-day. It leaves New York over the best available road, that is by way of Broadway up to Yonkers and beyond to Tarrytown. From this place the ferry is taken to Nyack and the road leads through Congers and Haverstraw. From Nyack to West Point, a distance of twenty-eight miles, there is much to please the motorist. However, at the outset he has a very tough hill to make, just outside of Nyack.

The road to Congers is fine and from Congers to Haverstraw is only a little more. From there to West Point it is perfect, scenic and under fire. Views that are as good as the road. There are no bad roads here. Here again the prospect is as pleasing as the road. There are only a few rough spots from Suffern to Nyack. Arrived at Tarrytown by ferry, the motorist after a brief stretch on Broadway after passing through the Point, of which the motorist must indeed be wary.

The return trip is by way of Central Valley, no more than twelve miles from West Point. This is a good stretch of dirt road, from Central Valley to Tuxedo the road is good and from there to Suffern it is as good as the road. There are only a few rough spots from Suffern to Nyack. Arrived at Tarrytown by ferry, the motorist after a brief stretch on Broadway after passing through the Point, of which the motorist must indeed be wary.

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POPULAR TOURING CARS

The F. B. STEARNS CO.

OF NEW YORK.
Broadway at 57th Street.

Both the Flat and Cole folks have sent out notices calling attention to the performance of their entries in the road races at Cincinnati. The races were run over a rough and dangerous course. Eddie Hoar, driving a Flat, has won for more than two years, won the event at 157.5 miles for cars under 600 cubic inches piston displacement, and Johnny Jenkins in a Cole was first in the 150 mile race for cars of 300 cubic inch piston displacement or less.

The Cole not only finished first in its class but continued and came in second to the Flat in the large division. The Cole also made the fastest lap of the day, negotiating 7.9 miles in 7:13. The Flat averaged 11.5 miles per hour, the course, in spite of its bad condition.

The Cincinnati meet, got up to celebrate the opening of the Fern Bank Dam, was a very poorly handled affair, to judge from all reports.

Wet weather makes cowards of many automobilists, because so many of them are afraid of skidding on the wet pavements. More than that, though, it frightens not a few persons who merely wish to ride on a wet day to half a street car if he sees an automobile coming along. He is afraid always that the auto may skid and thereby cause an accident to him.

"See this button?" queried a man who makes automobiles, picking up an emblem of the radiator of a car. "It is a warning water cap. Well, that's a waste of money. All sorts of folks like to see a good car with a radiator emblem. It is generally only in the salesrooms that they are to be distinguished in that way. The minute a man gets into the car he sees the radiator emblem that is around the water cap and blots out of sight the name or device of the automobile.

And by the way, do you know that the constant vibration of that license and brace of the radiator is a possible effect on some water caps? They don't seem to be strong enough to stand this strain and break. Even if they did, that's not a thing to worry about, is it?"

The current number of *Motor World* announces that Secretary of State Lusk intends to have ready by October 15 notices to the States where the license plates are issued. It is hoped that the owners will all be provided before February 1, which is the date of the expiration of the current license plates. The Secretary of State has ordered 80,000 numbers.

"New 4 and 6 plates," says *Motor World*, "will be of red enamel, with the numbers in white enamel, and they will be of a standard quality, that those who are supplied for the year 1912. The new plates are considered to be the most perfect yet issued. The new plates are considered to be the most perfect yet issued. The new plates are considered to be the most perfect yet issued.

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